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THURSDAY, AUGUST 27, 1908.

四拜禮 號七廿月八年八港香

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Banks.

YOKOHAMA SPECIE BANK, LIMITED.

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RESERVE FUNDS " 15,000,000

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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [3]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—S.M. Tels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
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THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907. [50]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (1,375,000,000).
RESERVE FUND FL. 5,750,000 (175,000,000).
(about 1,470,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samang, Sourabaya, Cheribon,
Tagal, Pecalongan, Patocoran, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Achoen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Siam, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspondents
in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily
balances.
Fixed Deposits 12 months 4% per annum.
" 6 " 4% " "
" 3 " 3% " "
J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908 [36]

THE GRAND CARLTON HOTEL

8 & 10, Ice House Road.
WILL OPEN SHORTLY.
40 LARGE and AIRY ROOMS.
Elegantly Furnished.
For further particulars, apply—
MANAGER,
Kowloon Hotel.

Hongkong, 16th July 1908 [36]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL—\$15,000,000
RESERVE FUNDS—
Sterling £1,500,000 at 2/6=\$11,000,000
Silver \$1,000,000 \$10,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
E. Shellins, Esq.—Chairman.
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G. G. Barrett, Esq. C. R. Leismann, Esq.
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G. Friesland, Esq. Hon. Mr. H. A. W.
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER.
Shanghai—W. ADAMS ORAM,
MANAGER.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum
For 6 months, 3 per cent. per Annum
For 12 months, 4 per cent. per Annum
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd August, 1908. [34]

HONGKONG SAVINGS BANK

THE Business of this Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [8]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 18
HEAD OFFICE—LONDON.

PAID-UP CAPITAL—£1,000,000
RESERVE FUND—£1,500,000
RESERVE LIABILITIES OF PROPRIETORS—£1,000,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
JOHN ARMSTRONG,
Manager.

Hongkong, 13th May, 1908. [20]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP—GOLD \$3,500,000
ABOUT MEX \$7,222,222
RESERVE FUND—GOLD \$3,500,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK
LONDON OFFICE:
THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every description
of Banking and Exchange Business. It
receives Money in Current Account at the
rate of 2 1/2 per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months, 4 per cent. per annum.
" 6 " 3 1/2 " "
" 3 " 3 " "
No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STREAMERS TO PAUL OF REMA

SHANGHAI.....DEVANHA.....About 3rd Freight and
Capt. T. H. Hilde, R.N.R. Pass.

LONDON, &c., via usual Ports.....DELHI.....5th Sept. See Special
Capt. J. D. Andrews, R.N.R. Noon. Advertis.

LONDON and ANTWERP via.....NYANZA.....About 9th Freight and
SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.....Capt. H. S. Bradshaw.....Sept. Pass.

SHANGHAI, MOJI, KOBÉ & YOKOHAMA.....PANA.....About 12th Freight only.
Capt. W. W. Cooke, R.N.R. Sept.

For Further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 27th August 1908.

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK
OF
STRAW
HATS.

This
Illustrates
the
LATEST
STYLE
Now WORN.
A Large
Selection
\$2.50 to \$4.



LANE, CRAWFORD & CO.

Ask for
KUPPER'S PILSENER
BEER
And see that you get it.



SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Telephone
No. 75.
Hongkong, 11th August, 1908. [40]

THE SAVOY, 13, Queen's Road Central.

FIRST CLASS GOODS:
New Regal Shoes and Monarch
Shirts.
Outfitters.
W. B. Corsets.
Ladies' Shoes.
Embroidered Linen and Swatow
Drawn Work, &c.
Hongkong, 2nd July, 1908. [63]

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)
HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents.
Hongkong, 31st July, 1907. [17]

HOTEL CRAIGIEBURN,

PLUMMER'S GAP, the PRAIRIE, near the TRAM TERMINUS. Tel. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1908. [1]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,360 Tons, "KINSHAN" 1,995 Tons,
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wharf,
Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.
Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00
Do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG."
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 509 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.
Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are
lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 30th August,
S.S. "HEUNGSHAN"
will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M.
Popular Excursion Rates as usual.
Machado's String Band will play selections of Music during the trip.
N.B.—S.S. Sui An and Sui Tai will not run on Sunday, the 30th inst.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.
A. F. DAVIES,
Manager. [1]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.
Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.
FOR TERMS APPLY TO—
THE MANAGER & AGENT

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.
FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single
Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-
ments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.
HENRY LUTZ,
MANAGER. [10]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE

Ports	Steamers	To sail
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFLINGER" Capt. G. Miners	WEDNESDAY, Noon, 9th September
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZW" Capt. C. Dewers	About WEDNESDAY, 9th September
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. Missen	THURSDAY, 5 P.M., 10th September
KUDAT and SANDAKAN	"BORNIO" Capt. P. Sembl	Beginning of September

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th August, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	31st Aug., P.M.
MARSEILLES, VIA PORTS	YARRA	Seillier	1st Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	VILLE DE LA CIOTAT	Barillon	14th Sept., P.M.
MARSEILLES, VIA PORTS	AUSTRALIEN	Verron	15th Sept., 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 18th August, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND and EUROPE via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER—20 Days.

LONDON and PARIS—20 Days.

Homeward: MEXICO, RIVIER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

QUESSANT	11th Sept.	CEYLAN	26th Nov.
AMIRAL OLRY	11th Oct.	CORSE	11th Jan., 1909.

† New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

* Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 25th August, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers.

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 26th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 614 ft. Width of entrance, top 35 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 306, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Bontje, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

-BETWEEN-

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half Aug.	SHANGHAI	Second half Aug.
TJILATJAP	JAPAN	Second half Aug.	JAVA	Second half Aug.
TJIKINI	JAPAN	First half Sept.	JAVA	First half Sept.
TJIPANAS	JAVA	First half Sept.	JAPAN	First half Sept.
TJILIWONG	JAVA	Second half Sept.	SHANGHAI	Second half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports or through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,

YORK BUILDINGS, 1st floor,

Hongkong, 20th August, 1908.

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MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

There superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 28th March, 1908.

RUSSIA'S PEACE POLICY.

THE BRITISH AGREEMENT.

STATEMENT BY M. ISVOLSKY.

Paris, July 25.

Interviewed by the correspondent of the *Journal* at St. Petersburg, M. Isvolsky, Russian Minister for Foreign Affairs, is reported to have said that the approaching meeting between President Fallières and the Tsar would contribute to ensure still more the peace of the world, for the Franco-Russian Alliance was, above all, a great factor of peace. This was even its essential characteristic, and the whole world recognised its happy influence in this respect. No one, moreover, contested the necessity of political groupings.

If Russia had not been frankly in agreement with Great Britain, was it not certain that in the course of the period of crisis there would have been a real peril of complications and conflicts? To-day the situation was well defined and perfectly clear. Great Britain and Russia knew that they were not competing with one another, and that neither of them aimed at domination in Persia. Both wished to respect the integrity of that country, and desired that order and tranquillity should be as little as possible disturbed.

For Russia this last point was of great importance, for it was evident that she had very active commercial relations with the country where the Shah reigned. These relations, Russia only asked to be allowed to extend. Persia was to her a very considerable market. Therefore, the Anglo-Russian understanding was very useful to each of the two Powers, and it was, in addition, very advantageous to Persia herself, since that country was now certain that her two powerful neighbours desired nothing more than her economic development and her tranquillity.

NO THOUGHT OF REVENGE.

In regard to Macedonian affairs M. Isvolsky said that Russia would only act in concert with the Powers and, with care to preserve the peace of Europe. In the Far East, declared M. Isvolsky, Russia desired only the maintenance of the status quo. She fostered no thought of revenge or aggression. Peace in that part of the world had been definitely sealed, he hoped, by Russia's agreement with Japan which had been completed in so effective a manner by the Anglo-Russian agreement. If Russia built an Amur Railway it was solely because she had naturally to assure the defence of Vladivostok and of the Amur territories, which she regarded as a heritage that could not be lost.

In conclusion the Minister repeated that all the efforts of Russia tended to ensure that peace was not disturbed in Europe or elsewhere. Russia desired to maintain her good relations with Germany, but that feeling could exist without affecting the alliance with France, which was the basis of Russia's foreign policy, a most brilliant demonstration of which would be seen at Reval.—Reuter.

THE SERVANT QUESTION.

BANGKOK A PARADISE FOR COOKS AND BOYS.

That domestic servants are paid higher wages, and give less satisfaction in Bangkok than in any other town of the Extreme Orient, is the opinion expressed by all who have some experience of living in various towns of the East, says *Stam-Free Press*.

In the Straits, Java, throughout India, Indo-China and even Hongkong, boys and excellent cooks can be employed for eight or ten dollars a month. They cook well, wash well, and make themselves generally useful, without grumbling or thieving much as is their wont in Bangkok.

In this city, no cook worth the name can be employed for less than ticals 25, and even many of these who are by no means to be compared to the excellent cooks of Singapore, Saigon or Hongkong are paid from thirty to forty ticals per month. The money they cheat in marketing amounts to four, or even six times their monthly wages. It is generally recognised by residents that where a cook gets ticals 2 daily to buy foodstuffs in the local bazaar, he succeeds in appropriating at least one-third of that sum. How much more cannot a cook cheat who has the handling of double or triple that amount daily?

Besides this, let us consider the numerous perquisites which he claims as his own in the way of provisions, wines, spirits and many other things which he takes from the table or sideboard. Hence we see them supplying their confederates who run eating-shops and spirit bars in the markets, with meat, fish, roast fowl, bread, cheese, jam and other delicacies taken from their master's culinary store, with odd bottles of wines, spirits, beers and champagne, of various kinds. With such supplies their friends in the market places can run splendid eating-houses and restaurants, and when the boys and cooks themselves sally forth at night, when their work is done, they spend a jolly, carousing time in eating and drinking with their friends, at the expense of the Nai Farangs, who are unconsciously "paying the piper."

Truly, Bangkok is a paradise for cooks and boys! How many of them in the course of a few years have become richer than their masters? In the manner here referred to the servant can spare more money than many a master.

The question to be considered is: What can be done to check this great abuse and dishonesty on the part of cooks and boys?

Residents, especially foreigners, who are the greatest victims, should devise some means to safeguard their interests from the ravages of such servants. In other cities of the East, servants are not trusted with the handling of money and goods as they are in Bangkok. Housewives and ladies visit the markets themselves, and select the commodities they like and pay for them while the servant has to put them in the basket and bring them home.

To Let.

TO LET.

NO. 43, CAINE ROAD, 9 ROOMS.
Possession 1st September.
Apply to—
COMPRADORE,
Messrs. Jardine, Matheson & Co., Ltd.
Hongkong, 21st August, 1908. [77]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.)

Apply to—
THE COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 9th June, 1908. [188]

TO LET.

HATHERLEIGH, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in KIPON TERRACE.
OFFICES in YORK BUILDING.
GUDOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 108, DES VOEUX ROAD next to the Hongkong Hotel.
FLATS in MOUNTON TERRACE.
No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908. [65]

TO LET.

OFFICES (2 Rooms) on First Floor, York Building.

Apply to—
KELLY & WALSH, LD.
Hongkong, 27th July, 1908. [706]

TO LET.

GODOWN No. 54, DUDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908. [490]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, at \$45 plus taxes per month. Immediate possession.

Apply to—
A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 24th July, 1908. [601]

TO LET.

A HOUSE in KNITSFORD TERRACE, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908. [156]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 5 Rooms and Servants' Quarters.

Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 22nd May, 1908. [257]

TO LET FROM 1ST SEPTEMBER.

AT SHAMZEN, CANTON.

HOUSE No. 103 (Kwan How Buildings) at present in the occupation of the I. M. Customs.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908. [695]

For Sale.

O. C. MOOSA,

1 & 8, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND

SPLENDID STOCK OF

FRENCH MILLINERY,

IN

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

IN

BEK. AND TAN GLACE KID

from the best American Manufacturers.

FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS

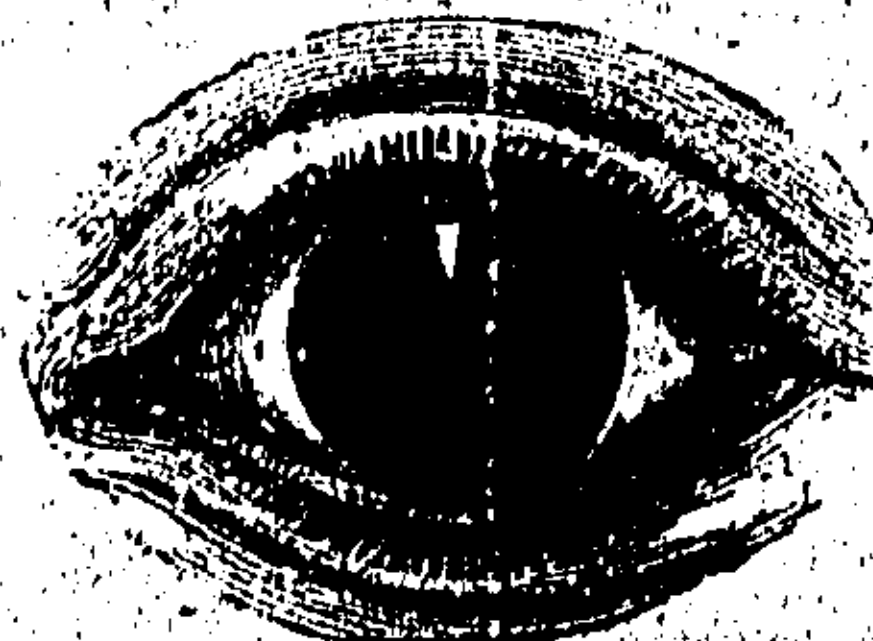
and JACKETS.

Samples on application. Coast

ports orders carefully executed.

Kowloon, 1st January, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 11, John Street, Bedford Row, W.C.

CALCUTTA, 50, Bechook Street.

SHANGHAI, 155, Nanking Road.

Hongkong, 26th March, 1908.

Intimation.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Ladies' Footwear.

3 SMART LINES.

Ladies' Black Glace Kid Oxfords,
\$6.50.

Latest Models.

Ladies' Black Glace Strap Shoes,
\$6.50.

Dainty Footwear.

Ladies' Russian-leather House Slippers,
\$4.25.
[Black and Tan.]

W.M. POWELL, LTD.,
General Drapers, Furnishers,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions from Mrs. ROBINSON to sell by
PUBLIC AUCTION,
TO-MORROW,
the 28th August, 1908, at 2.30 P.M., within her residence, No. 3, Century Crescent, Kennedy Road,
THE WHOLE OF HER
VALUABLE HOUSEHOLD FURNITURE.
Particulars from Catalogue.
On view on the 26th instant.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th August, 1908. [779]

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on

SATURDAY,
the 29th August, 1908, at 11 A.M., at
The Pacific Mail S.S. Coy.'s Godowns, West Point

One Pair 4ft. by 3ft. SMOOTH ROLL COLLAR OILING,
One Pair 9ft. by 3ft. SMOOTH ROLL COLLAR OILING,
8 OILING COLLARS 3/4in. BORE,
(suitable for a flour mill).
N.B.—The maker is The Wolf Co. Flour Mill Machinery Makers, Chambersburg P.A., U.S.A.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th August, 1908. [780]

Intimations.

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 8, Piccadilly (the centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members.
Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from
THE ORGANISING SECRETARY,
84, Piccadilly, W.

London, 19th August, 1908. [769]



GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30/1 each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minorca, London, E.C. England. [688]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & Co.,
General Manager.
Hongkong, 15th August, 1908. [785]

DRAGON CYCLE DEPOT,

HEAD OFFICE and SHOW ROOMS,

33-35, Des Voeux Road, Central, Hongkong.

Continental

AND

Home

IMPORT AGENTS

SOLE AGENTS

"Humber"

CYCLES.

WE SELL,

AND RE-BUILD

MOTOR

CARS,

BOATS,

LAUNCHES,

Typewriters,

BUILDERS

Rubber Tyres

Blackboards

MODERN

ACCESSORIES.

Electrical

APPLIANCES.

Repairs

OUR

SPECIALITY.

CONSTITUENTS.

Easy

TERMS.

MSB

TYPEWRITING

AND

REPORTING.

SENSATIONAL RESULT OF THE MARATHON.

ITALIAN FIRST HOME AFTER AN HEROIC STRUGGLE, BUT IS DISQUALIFIED.

We take the following report from the London Morning Leader of 19th ult.:—The great race is over, and America, in the person of J. J. Hayes, had the honour of providing the winner. The first man home was P. Dorando, of Italy, who, however, was disqualified on the ground of having received assistance inside the Stadium. The Italian arrived at the Stadium many minutes before Hayes, but he was in a state of collapse, and only reached the tape through the assistance of some well-meaning but misguided officials. Had Dorando been left to his own resources it is almost certain he would have walked in, but surrounded by friends he tried to run and fell down three times before breasting the tape. The terrible story of the Italian's gallant struggle is told below, but in all justice the race has been awarded to J. J. Hayes, of the United States, who arrived many minutes after the Italian and finished strong and well. C. Hefferon, who ran brilliantly throughout and finished at Wormwood Scrubbs, made a good third, although he was utterly exhausted. The surprise of the race was, of course, the victory of an unknown and unheralded runner, but perhaps the most astonishing feature of the contest was the utter and complete failure of the Britons to finish in the front rank. All our times and tests were torn to ribbons. It is true Britain had five men in the first twenty, but her first man home was W. T. Clarke, who finished thirtieth. Of the men who were expected to win the race, Duncan, Price, Appleby, Thompson, and Longboat were completely out of it. It may be suggested that the extreme heat had something to do with the failure of the Englishmen, but in any case, after the first few miles our best known athletes were hopelessly beaten. America comes remarkably well out of the contest, having three of the first five home, Hayes, Forshaw, and Nelson, all Americans, finished fresh and well. The Queen, who was present in the finish, made anxious inquiries as to the condition of the plucky Italian after his trying struggle.

FINISHING SCENES.

PITIFUL COLLAPSE OF THE ITALIAN CHAMPION.

There are times when excitement becomes so tense that one experiences a feeling of physical pain. The strain of waiting was so great that one had a feeling of suffocation. The other sports going on in the Stadium failed to grip the spectators, whose thoughts were on that long, lonely road between Windsor and the White City. There was something uncanny in watching over 100,000 people packed in a small space waiting hour by hour to see the finish of an event that was being fought out inch by inch and mile by mile elsewhere.

The imagination, partly fed by the messages of the progress of the race, tried vainly to grapple with the great struggle outside. One could not leave it alone. The unseen race haunted us while we were looking at sports which at any other time would have set us on fire. The first four messages from the outside world were that England was holding her own gallantly. Only Burd, of Canada, and Hefferon, of South Africa, disputed pride of place with Clark, Jack, Duncan, Price, and Lord.

ARRIVAL HERALDED.

We were told that the entrance doors were closed at 4.15 on 50,000 people vainly clamouring for admission. The air was electrical, and when it was given out that Hefferon was leading at 18 miles the vast crowd gasped with suppressed excitement. "I know I shall never be able to write a word about it," said a well-known descriptive writer. "I can hardly hold my pen, and as for my thoughts they are all of a jumble. I wish I had never come." As the time drew near for the runners to come into view the feeling was so great that strong men trembled and women fainted. A great shout went up when Appleby's name came through as one of the leaders at 19 miles, but people began to ask one another who is Dorando, the Italian?

Then came the order of the day—"Clear the course for the Marathon Race."

All eyes were turned towards the entrance to the track where the competitors would emerge. The track was duly cleared. Her Majesty the Queen seemed to be as excited as anyone. Longboat was the first of the competitors to arrive, but he had come in a motor car, and was supported by his friends in a half-fainting condition.

DORANDO FIRST.

A great shout from spectators on the top of the stand overlooking the road told us that the first competitor was entering the Stadium. A moment later a strange little figure in deepened pants and a white jersey staggered through the gateway. He reeled at walking pace, and turned to go round the track the wrong way. He was promptly pulled up by officials, and he walked slowly for a few yards. Excited by the shouts of the crowd he tried to run, and after hobbling along for 80 yards he fell down on the track utterly exhausted. A crowd of officials and others gathered round, and it was nearly two minutes before he was on his feet again. He staggered along, more or less supported by friends, but broke away from them, and once more started into a trot. He fell down again, and remained on the ground for nearly a minute.

PITIFUL SCENE.

The suspense and anxiety of the crowd was terrible, and some women were in hysterics. Once more he staggered to his feet, and he was managed to get within 20 yards of the tape, not far from where Queen Alexandra was standing, excitedly waving her parasol. Once more he collapsed, and it seemed as if he could not go another yard. Meanwhile shouts were raised that a second competitor had entered the Stadium. This proved to be Hayes, of America, who came along at a slow trot. Once more Dorando staggered to his feet, and a huge

foreign official—not an Englishman and not an Italian—caught the little man by the left arm and ran with him strongly to the tape. There is no doubt that if the Italian had been left severely alone he could have walked round and won easily. As it is he was supported by an official during the last 20 yards, and the disqualification came as a matter of course, and the race awarded to Hayes, of the United States.

ITALIAN CARRIED OUT.

Dorando was carried away on a stretcher in a state of collapse. Hayes, who finished about a minute after the Italian, was very exhausted, but he ran the half circuit very slowly, and was able to walk to the dressing room. Hefferon, who had fainted, and lost his place just as he approached Wormwood Scrubbs, finished third, looking very tired and ill. In more or less regular intervals of one to two minutes competitors arrived singly, and it was not until Goldsboro and Beale came together that we saw anything of a race. These two sprinted round the track at a marvellous speed, and Goldsboro, who had given the Britisher a fifteen yards' start, beat him in the end.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 30th June, 1908, at the rate of TWO POUNDS STERLING per Share, is payable on and after MONDAY, the 24th day of August current, at the Office of the Corporation, WHERE SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd August, 1908. [781]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share for the six months ending 30th June, 1908, declared at Monday's Ordinary Half-Yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 25th August, and shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Prince.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 24th August, 1908. [784]

GREEN ISLAND CEMENT CO., LTD.

A N INTERIM DIVIDEND of Forty Cents per Share for the six Months ending 30th June, 1908, will be payable on the 1st August, 1908, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 31st August, 1908, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 24th August, 1908. [786]

Intimations.

FRENCH STORE

(late A. Chazalon & Co.),

6, QUEEN'S ROAD CENTRAL.

HAVE just received a Fresh Assortment of AMERICAN GOODS, comprising the following:—

SALT, HERRINGS, MACKERELS,

SALMON BELLIES, CADFISH,

BLOCKS, SPICED NORWEGIAN,

ANCHOVIES, SARDELLES,

CANNED FRUITS, ASPARAGUS,

&c., &c., &c.

Hongkong, 22nd August 1908. [790]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

NIGHT CARS on Week Days.

SATURDAY.

Extra cars at 5.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 24th August 1908. [791]

Intimations.

CONFIDENCE.

said Lord Chatham, "It is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines:

WAMPOL'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs; gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at Happy Valley, on SATURDAY, 29th August, 1908, commencing at 4 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

Post entries will be accepted for event No. 5, REGINALD F. C. MASTER, Hon. Sec. and Treasurer.
Hongkong, 16th August, 1908. [778]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Loans received on Mortgage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,

Undertaken and Executed.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 19th March, 1908. [748]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar, at pupils' residence.
Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [702]

RARE COPPER AND SILVER COINS.

FOR SALE.

A MOST Valuable and Rare Collection of the Ancient COINS consisting of those of the SASSANIAN, GREEK, GRÆCO-BACTRIAN, INDO-SCYTHIAN, AND EARLY HINDU DYNASTIES, THE SUKUTAN OF DEHRAT, (including Patana and Suri Kings) AND OF KASHMIR, THE MOGHUL EMPERORS, THE AMIRS OF AFGHANISTAN AND OF BUKHARA, THE SHAHS OF PERSIA, TOGETHER WITH OTHER MISCELLANEOUS COINS OF GREAT NUMISMATIC INTEREST, BEAUTY AND RARITY.

Apply to—
I. U. MIRZA,
Supreme Court,
Hongkong.
Hongkong, 14th August, 1908. [751]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'ARQUILL STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904. [760]

DR. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

21, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April 1908. [719]

Consignees.

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 24th August, 1908. [783]

FROM EUROPE.

THE H.A.L. Steamship.

"BRASILIA"

Captain Schwinghammer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside Kowloon Wharf.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th August, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th August, 1908. [782]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamer

"NORE."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 31st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 25th August, 1908. [71]

NORDDEUTSCHER LOYD, BREMEN.

Intimations.



**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

**AERATED WATER
MANUFACTURERS.**

**Our STONE
GINGER
BEER**

is brewed only from the finest
Jamaica Ginger.

**Pure, Wholesome and
Refreshing.**

It has, since its introduction,
steadily gained in popularity, and
we may now fairly claim it to be
unvalued.

PRICE

75 cents per doz.

Bottles charged for at \$1.20 per
dozen and credited in full on being
returned in good condition.

**A. S. WATSON & CO.,
LIMITED.**

HONGKONG, CHINA & MANILA.
Hongkong, 25th August, 1908.

NOTICE

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

Weekly—\$10 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is
accessible to messengers. On copies sent by post an
additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of
the world is 20 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty
five cents.

BIRTH

At West Action, London, to Mr and Mrs.
WALTER CARTER, a son.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUG. 27, 1908.

GOLF OF THE MONSTER SHIP.

During the last three or four years, the cult of the monster war ship in all the great maritime countries has effected a new era in naval construction. Is this big ship idea altogether scientific and sane or is it a kind of temporary international craze, is a question propounded by the *Chicago Tribune*. It is predicted that, following the lines of structure now in vogue, vessels will be built that will make the war ships of today seem puny and futile. A few of these monster Golliaths of the sea, it is claimed, will be able to sweep the ocean and defy the world. It was in 1905 that the new spasm for the bigger ships began. It was started by the British war ship the *Dreadnought*, an increase at one step of nearly 4,000 tons in displacement, or total weight. The challenge was, of course, accepted by the other great navies of the world. The United States navy, the French, the German, the Japanese, have since then in each case been building ships decidedly larger than the *Dreadnought*, and some 4,000 tons displacement larger than any of their own previously built vessels. While the largest previously built Japanese battle ships had normal displacements of about 16,000 tons, the *Ashi* class of ships now have a normal displacement of 19,000 tons, and later boats are to be about 21,000 tons. Brazil, struggling to fall into line, has three vessels under construction of 19,000 tons. The increased cost of individual war ships during the last three years is no less remarkable. The cost of the *Dreadnought*, ready for service, it said, to have been about \$10,000,000. The new German ships are

to cost about \$18,000,000. The new French ships of the *Liberte* class about \$21,000,000. The two new ships, the *Delaware* and the *North Dakota*, which the U. S. Congress has lately provided for, will cost, when armed and ready for service, about \$20,000,000 each. Sir William H. White, late naval director under the British Government, in an article in the *June Nineteenth Century*, discusses the whole matter in a way that cannot fail to command wide attention. A good many things, he says, have to be taken into account besides mere comparative bigness. Is there to be no limit to the prodigious costs of our modern navies? And ships have to be manned and maintained as well as built. Besides, there is the question as to the "Goliath policy" of concentrating so large a part of the naval force on a few individual ships, however stupendous in size and power. As Sir William says, other and formidable risks besides those incidental to artillery attack have to be encountered in modern warfare. "Under-water attacks—by submarine mines and torpedoes—cannot be regarded as unimportant, considering what happened in the Russo-Japanese war. The larger the ship the larger the area exposed to under-water attacks. Remembering the fact that on one day the Japanese lost two out of their six battle ships by the explosion of submarine mines, it cannot be disputed," says Sir William, "that an extreme concentration of fighting power in single ships of enormous size and cost may be accompanied by large relative loss. 'The march of invention is unceasing.' That is another fact that has to be borne in mind. There may yet be hit upon some comparatively inexpensive contrivance that will make the biggest 'monster' seem ridiculous.

LOCAL AND GENERAL.

His majesty's *America Maru* and *Kuromaru* were brought by the *S. S. Empress of Japan*.

STATION leave has been granted to Lieutenant B. E. Cook, R.N., from 9th to 22nd September, 1908.

We have received the report and statement of account of the Nippon Fire Insurance Co., Ltd., and also of the Meiji Fire Insurance Co., Ltd., Tokio.

MESSRS. Coldbeck, McGregor & Co. are issuing sample bottles of the Aquarius dry ginger ale, a non-alcoholic beverage, for which they are the local agents.

DIRECT railway traffic between Peking and Mukden will be opened on September 1. The railway, north of Wufengtien has been temporarily interrupted owing to storms.

FOR conveying kerosine in the street, without the regulation labels, a shop codile, Leung Sai by name, of 2, 7, Queen's Road, West, was fined \$15 this morning by the Police Magistrate.

(THE Governor of Kwangsi, Chang Ning-chi, has obtained Imperial sanction to make increase in the duty on rice, wheat and salt in this province. It is stated that the proceeds will go to the Kwangsi Army Reorganization Office.)

MASSED Band practice for the King's Birthday parade, under the superintendence of the Senior Bandmaster, will take place on the 1st and 3rd Thursday in September and October on the Parade Ground in front of the marts, Kowloon, commencing at 7.30 a.m. each day.

A HATCH of forty-eight griffins, consigned to the Shanghai Horse Bazaar, arrived at Shanghai, from the North on 2nd inst., by the *C.S. Kuomintang* and were offered for sale by public auction on Tuesday and Wednesday evenings. They are said to be of very good quality.

A VERY unfortunate accident is reported as having occurred in the harbour last evening. A fireman belonging to the steam launch, *Kuomintang*, while seated on the gunwale of the ship, overbalanced himself and fell into the water. He sank immediately. A search was made for his body, but up to this morning without result.

TELEGRAMS from Amoy state that the lives and ammunition, which were recently seized by the Chiuchow lian station, have been confiscated, and that the Chinese captain of the sailing ship, in which it was attempted to smuggle the contraband into Chiuchow, has been sentenced to imprisonment for life.

WE are given to understand that the steamer *Kuomintang*, formerly on the Macao run, has been sold to the Manila Government. The vessel is, now undergoing repairs at Kwong Tak Cheung yard, at Sam-shui-po. She is expected to leave for the Philippines in about a fortnight's time to take part in the inter-island trade.

WONG KAN LING, a hawk, evidently is a diligent reader of the local newspapers. He must have become aware, through the columns of the press, that the Imperial astronomer at Peking had reported the appearance of a comet about midnight. As his naked eyes failed to observe the nebulous train, of the heavenly body, in his nightly vigils, he appropriated a \$15 telescope last night, whereupon to discover the comet. He failed to satisfactorily account for the possession of the telescope to the Police, whose inquisitiveness and Wong's seeming ignorance of the instrument's ownership cost the budding astronomer \$95, the amount of the fine he was called upon to pay at the Magistrate's morning. The next we should hear of Wong Kan Ling is his appointment to an assistant under Director Figg at the Kowloon Observatory.

A Trial Trip.

NEW CHINESE CRUISER.

FOR THE CANTON SALT COMMISSIONER.

In the trial trip of the newly-built *Sui Nam*, the recently completed cruiser for the Salt Commissioner, successfully carried out this afternoon, the capacity and resourcefulness of Chinese firms have been once more demonstrated in the shipbuilding line. The cruiser, it may be remembered, was one of the many vessels that came to grief in the disastrous typhoon of the 27th July, but in her case, the extent to which she was damaged was fortunately of a nature capable of easy and quick repairs. It was in Cheung Sha Wan Bay, off the builders' Works, that the little vessel got aground in the typhoon. On the morning of the 30th ultimo, she was successfully hauled off with the aid of the Dock Co.'s big tug. Her upper works were badly damaged and she had to be towed back to Kwong Hip Loong's shipyard for the necessary repairs. The repairs completed, the *Sui Nam*, for that is the name of the trim cruiser, underwent her trial run today.

At 10 o'clock in the afternoon, a party of gentlemen interested in the shipping trade boarded the launch at Victoria Pier which had been placed at the disposal of the guests by Messrs. Kwong Hip Loong & Co., Ltd., with whom the contract for building the vessel had been placed by the revenue authorities at Canton. The *Sui Nam*, with steam up, was lying in the bay at Sam-shui-po where Kwong Hip Loong's works are located. As soon as the party got on board anchor was weighed, and in the capable hands of Capt. T. P. Hall, who is in temporary charge until the vessel is delivered to the Canton Provincial Government, the vessel turned her nose in the direction of Cap-sai-moon Pass and soon the *Sui Nam* was speeding away to Aberdeen where she was to put her engines to the test over the regulation measured mile. The party on board included Messrs. L. C. Wilson, W. C. Jack, Captain T. P. Hall, Mr. T. Skinner, Captain G. L. M. Williamson, of the Government as *Stanley*, Messrs. S. Fattel, P. H. Nye and representatives of the Kwong Hip Loong Company. Captain Yung Wang, of the Chinese Navy, will be appointed to the submitted command. He was in his typical Chinese uniform and was lavish in his hospitality towards the visitors. Mr. Chin Ki Fong, Official Superintendent, was present on behalf of the Chinese Government. Lunch was served on board, when success to the *Sui Nam* was proposed and heartily responded to. The party then repaired to the upper deck to witness the results of the trip, when the satisfactory result of twelve knots an hour was recorded.

Late in the afternoon, on the return trip to Hongkong, the party adjourned for tea. This time, the health of the genial Chinese Commander was heavily drunk. A second toast: "Success to the cruiser and her builders," was responded to with equal enthusiasm.

Following are the dimensions of the *Sui Nam*:—Length 145 feet, beam 20 feet, depth 12½ feet. She has two screws and is fitted with two boilers capable of developing a speed of 12 miles an hour. As splendid electric and searchlight installation completes her equipments. Her armament consists of six machine guns. The searchlight is capable of discerning objects at a distance of three miles. Everywhere, up-to-date fittings meet the eye, and the vessel is thoroughly adapted for the purpose for which she was built.

The *Sui Nam* is over for Canton at 6 o'clock to-morrow morning.

CANTON DAY BY DAY.

JUNK PIRATED.

[From Our Own Correspondent.]

Canton, 26th August.
A week ago, a junk, with a cargo of sundry merchandise proceeding to Kwong Ning from Chuntun, was pirated when she was passing Shiu Tong. The pirates transferred the goods to their sampans by which they boarded the junk, but when they found that their sampans were not large enough to carry away the entire plunder, they sailed away with the junk to a place called Tin Tung, where they released her after depleting her hold of all cargo. The owners of the junk have reported the case to the Nambou Magistrate, informing him that their cargo taken by the pirates was valued to the extent of about \$700.

HONAM PRISON.
The officer in charge of the Honam police station proposed to establish a work-house to be attached to that prison for the accommodation of prisoners convicted of minor offences. He has submitted his suggestions to the Viceroys for his approval.

GERMAN CONSULATE.
During the temporary absence on leave of Dr. Rosier, Consul for Germany at Canton, Mr. A. Tigges will be in charge of the German Consulate here.

MAP OF KWANGTUNG.

A number of the graduated students of the Military College will be selected for the purpose of making a correct map of the whole province of Kwangtung.

FLOOD RELIEF FUNDS.
For the three days from the 23rd to 25th instant, the amount of money collected from the patrons of the recent Canton Flood, Flood Bazaar is as follows:—23rd, \$67,224; 24th, \$18,451; 25th, \$7,045.

For some days attempts have been made by the forces of Pathan to organize a Bazaar in that town, following the example of the promoters of that in Canton, in aid of the flood sufferers, but so far arrangements have not been completed. Owing to the difficulty of selecting a suitable site for the purpose.

A Salvage Claim.

INTERESTING SHIPPING CASE.

STRANDING OF THE "AKASHI MARU."

A very interesting salvage claim was heard in the Supreme Court, this forenoon, when Messrs. Chan Tak Loong and Company brought an action against Messrs. Butterfield and Swire, and the China Navigation Company, Limited, to recover the sum of \$ 0,933 for services rendered in connection with the stranding of the steamer *Akashi Maru*.

The case has evoked much interest among the shipping community, therefore when the trial opened quite a number of shipping men were present in the court-room.

Mr. M. W. Slade, who was instructed by Mr. J. Scott Harbord, of Messrs. Ewins and Harbord, appeared for the Chinese firm. Sir Henry Berkeley, K.C., instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, acted for Messrs. Butterfield and Swire.

The statement of claim set forth that the plaintiffs were merchants carrying on business at 16, Des Voeux Road West, and the defendants, Messrs. Butterfield and Swire, were the agents in Hongkong for the defendant Company. The *Akashi Maru* left Amoy on a voyage to Hongkong having on board, stored in the treasure room, treasure in the form of coins to the value of \$56,000 consigned to the plaintiffs together with treasure to the value of \$84,112 consigned to other persons, ten bags of mails and other packages, the contents of which were unknown to the plaintiffs. At 8.25 a.m. on September 30th, 1906, the ship struck the outer part of the North Merope Shoal, and remained fast. At that time the wind was from the north-east, and blowing with about force 5. There was a heavy swell on the port beam of the *Akashi Maru*, and the tide was about high water. Shortly after striking signals of assistance were made to the *Yachow* belonging to the defendants, the China Navigation Co., Ltd. which was close by on a voyage from Amoy to Hongkong. The lifeboats of the *Akashi Maru* were launched and 62 steerage, and 7 first class passengers and the captain, officers and crew of the *Akashi Maru*, 110 in number, were safely carried to the *Yachow*. The lifeboats were manned by the crew of the *Akashi Maru*, and assisted during one of more trips by an officer and some of the men of the *Yachow*. On her seventh and last trip, the *Akashi Maru*'s lifeboat safely carried to the *Yachow* the captain and officers and the contents of the treasure room of the *Akashi Maru* all with the exception of one bag of mails which was lost on being lowered into the lifeboat. The *Yachow* proceeded on her voyage to Hongkong, and the nine bags of mails from the *Akashi Maru* were delivered to the Post Office, and six boxes of ten packages and one brown paper parcel were delivered to Butterfield and Swire. The plaintiffs shortly afterwards found that one box of silver coins containing \$1,384 had not been received by the defendants, Butterfield and Swire, making the value of the treasure which came into the possession of the defendants \$39,207, 2/6 of which \$11,666 was the property of the plaintiffs. The defendants, Butterfield and Swire, at some date unknown to the plaintiffs, delivered to the Chinese Imperial Maritime Customs the value of \$14,112, part of the treasure received from the *Akashi Maru*, leaving treasure to the value of \$25,095 in their hands; and the defendants claimed to be entitled to retain one half of this amount, namely, \$12,547, 1/2 as remuneration for the salvage services rendered. On the 13th December, 1906, the defendants delivered to the respective owners one half of the treasure held by them, leaving in their hands treasure to the value of \$14,733, of which treasure to the value of \$10,833 belonged to the plaintiffs. The plaintiffs claimed (1) That the award due to the defendant company for salvage services rendered to the plaintiffs in salvaging the plaintiffs' said treasure be assessed by this honourable Court; (2) That the defendants be ordered to deliver to the plaintiffs the \$10,833 in their possession, less such sum as may be awarded for salvage services in respect thereof; (3) Or that in lieu thereof the defendants do pay to the plaintiffs as damages the sum of \$10,833 less such sum as may be awarded as aforesaid; (4) \$10,000 damages for the wrongful detention of the said \$ 0,933.

The defence set up by Messrs. Butterfield and Swire, argued that they had no interest whatsoever in the subject matter of this action. In all matters and things connected with the claim they had acted merely as the agents of the defendants, the China Navigation Co., Ltd., and in no other capacity. The China Navigation Co. say that on the voyage of the *Akashi Maru*, and at the time of the salvage service, the *Akashi Maru* was carrying a large number of passengers, and also treasure belonging to the plaintiffs and others, and that the passengers and treasure were saved from loss solely by the exertions of those on board the *Yachow*. The wind was blowing with a force of 6 and upwards, and while the *Akashi Maru* was in danger of being completely lost, together with all those on board, the salvage services were rendered. It being observed by those on the *Yachow* that those on the *Akashi Maru* were launching lifeboats, those on the *Yachow* waited until such boats rowing with the wind and tide, ran alongside, and then all the occupants of such boats, consisting of certain of the passengers and certain of the crew of the *Akashi Maru*, were safely hauled up on to the *Yachow*. The second journey of the *Akashi Maru* was even more difficult and dangerous than the first, by reason of the force of the wind and sea. The number of persons rescued from the *Akashi Maru* was 135 in addition to the captain, officers and crew. During the second journey of the said lifeboat a large craft, manned by Chinese, attempted to intercept the course of the lifeboat and prevent her from reaching the *Akashi Maru* and such craft only desisted from the attempt because it was fired upon by those aboard the

Yachow. The China Navigation Co. say that the total amount of treasure which came into their hands amounted to \$29,833.86 Hongkong currency, of which \$11,449.31 and no more was claimed by plaintiffs as their property. The China Navigation Co. said they had a lien on the sum claimed by the plaintiffs and that they were entitled to retain such sum as a reasonable reward for the salvage services rendered. The defendants, the China Navigation Co., by way of alternative defence to the whole action brought into Court the sum of \$1,144.93, and said that that sum was sufficient to satisfy the plaintiffs' claim.

In opening the case for the plaintiffs, Mr. Slade said that the action was one to assess salvage services, brought, not by the salvors, but by the owner of the property which was salvaged. The defendants, he stated, had adopted a decidedly unusual course of practice by taking the law into their own hands and assessing the value of their services at half the value of the treasure salvaged and keeping it instead of doing what is usually done, by applying to the Court to assess the value of their services and to fix the award to which they were entitled. It was a matter of common experience to the Court that salvors always thought they had done most remarkably well, even when they had done only well, and the fact that possibly the reward would be enhanced by the weather being made to appear worse than it perhaps was, sometimes tended to make them think it was very big when it was only big. In this case they were dependent to a large extent on the logs of the *Yachow*. The logs were written approximately at the time of the occurrence of the events, and they were perfectly content to take the allegations to the logs which, he thought, would be found to differ very widely from the allegations of witnesses who would now speak of their recollections of weather nearly two years ago. Mr. Slade then proceeded to state that he did not wish to minimise the value of the crew's services, but a claim of \$14,000 for rowing a quarter of a mile in a life boat which did not belong to them was rather a stiff charge. The total amount of the treasure salvaged was \$29,833.86 out of that the plaintiffs owned \$12,149.34, leaving \$ 7,384.53 belonging to other people. From the beginning the defendants had claimed to be entitled to have the total amount salvaged, that was to say \$11,916.73. Taking \$350 as a fair day's pay, it worked out that they were demanding six weeks' pay for seven hours work, rather a handsome scale of remuneration. In the early part of December, 1906, the defendants returned the whole of the treasure of the various owners on receiving a deposit of fifty per cent of the value. Salvage rewards ought to be liberal so as to encourage people to render salvage services, and he would ask his Lordship to render a liberal sum in this instance, making the amount in some sort of proportion to the services rendered.

His Lordship inquired what proportion of salvage generally goes to the owners?

Mr. Slade thought it depended entirely upon the circumstances of the case. There was no fixed proportion at all. What goes to the owners is always in proportion to the risk the owners have run.

Counsel was continuing the address when the report closed.

A GAMBLER'S DOWNFALL.

FALLS TWENTY FEET AND RECEIVES A FEW SCRATCHES.

Another of those accidents which almost always attend a gambling raid took place last night. For some days past reports have reached headquarters to the effect that a gambling school was being conducted at 27, T'ing Street. Shortly after nine o'clock last night, Sergeant Lee, accompanied by a number of detectives, raided the premises and captured eighteen gamblers. It is almost certain that the news of the raid reached the gamblers in time, for as soon as the police entered the premises a stampede took place, and something like twenty men managed to evade arrest, one of whom in trying to cross to the adjoining house lost his balance and fell to the street—a distance of some twenty feet. He was picked up by the police a few minutes later and was sent to the hospital, his only injuries being a couple of scratches on the head.

S.T. "TENYO MARU" AGROUND.

REVOLVED WITHOUT DAMAGE.

The new T. K. K. steamer *Tenyo Maru*, 21,000 tons, Captain E. Bent, left Woosung Saturday evening for America via Japanese ports. All went well until the vessel, which was going at a slow rate of speed, had reached a point about five miles outside the Bell buoy, when without any warning the big turbine liner grounded on a reef. The engine was rattle full speed astern but the ship did not move, but fortunately as she had not had much way on at the time of grounding she did not sustain any damage. The *Tenyo Maru* which was in the vicinity had witnessed the stranding and hurried to the scene and endeavoured to tow the vessel off, which effort proved unsuccessful. The boat then stood by the *Tenyo Maru* all night and on Sunday morning about nine o'clock, at high water, towing was resumed, and the vessel was floated into deep water. A hasty examination was made and showed that the vessel had sustained no damage, so she proceeded on her voyage.—*Shanghai Times*.

VICEROY Hsu Shih-ch'ang, of Manchuria, has recommended Tao at Tao Tachun to the Throne for some responsible post. Tao Tachun, who is a protégé of Viceroys Hsu, was formerly Japanese interpreter to the Walwapi and Director of the Bureau of Foreign Affairs at Mukden. It will be remembered that he was denounced to the Throne by a Peking censor in July last for his weak submission to the excessive demands of the Japanese authorities at Mukden for salt and fishing rights, and other privileges in South Manchuria.

A CHINESE ROMOUR.

MR. FUNG WA CHUN, PROBABLE SUCCESSOR TO TAO TAI WEN.

A rumour is current in Chinese circles that Mr. Fung Wa-chun, comprador to Messrs. Shawan Tomes & Co., will probably be the eligible successor to Taoist Wen Tsung-yao in the department of Foreign Affairs at Canton. Taoist Wen and Mr. Fung were former school-mates in the old Government Central School (now Queen's College) and it is not at all improbable that, at his suggestion, Mr. Fung Wa-chun was mentioned as his successor. We give the report for what it is worth, as, in the absence of Mr. Fung Wa-chun in Canton, we are unable to obtain confirmation or denial.

SWIMMING.

A Team Race, which excited considerable interest, took place yesterday afternoon at the Victoria Recreation Club's enclosure, before a very large gathering. The teams were—

- 1.—A. A. Claxton (Capt.), P. M. Remedios, A. J. V. Ribeiro, F. K. Taz, C. Cordeiro, A. J. Macie and H. W. Matthey.
- 2.—C. J. Cooke (Capt.), H. C. Sayer, J. M. C. Lopes, F. da Rosa, M. A. Figueiredo, C. Buji and U. Galluzzi.
- 3.—C. Humphreys (Capt.), A. E. Alver, E. Humphreys, J. M. Rosa Pereira, C. A. Rodriguez, J. Forbes and R. Galluzzi.
- 4.—R. C. Wittichell (Capt.), A. H. Carroll, A. V. Barros, A. R. Ellis, A. S. Ellis, E. M. O. Remedios and E. Bunji.

Taken on the whole, the swimming was very good. C. Humphreys and C. J. Cooke's teams were looked upon as the probable winners, but Wittichell's team created a surprise by finishing first, Claxton a very close second.

WATER POLO.

Immediately after this team race, a very good game of Water Polo was played between teams representing the V.R.C. and Royal Engineers, and although the home team were a bit fagged after the team race, they played well, mulling once in the first half and adding another couple of goals to their credit in the second. The Engineers played an excellent game too, but could not prevent their powerful rivals from scoring. Sapper Carr played well for the Engineers and stopped a good many difficult shots at goal.

WATER POLO SHIELD COMPETITION.

The final in the Hongkong Water Polo Shield Competition between the Victoria Recreation Club and Corinthian's Yacht Club takes place on Wednesday next, the 2nd September, at 6 p.m. sharp, at the V.R.C. enclosure.

It will be remembered that some two weeks met about three weeks ago, when after a very hard game, it resulted in a draw, neither side scoring.

SWIMMING.

The V.R.C. held their first Swimming Fête on Saturday, when 6 events will be completed, commencing with a "Two Lengths Handicap," "Punching Three Lengths Handicap," "Rugby Header from Springboard," Team Race and Water Polo.

DIAMONDS STOLEN.

BURGLARY AT LUCIUS DIAMOND PALACE.

One of the most daring burglaries that have been committed in the city for some time was perpetrated last night or early this morning when Lucius Diamond Palace was entered. The report reached police headquarters early this morning, but so far no trace of the burglars has been effected.

Exactly when the burglary was committed no one knows; but it is believed by the police to have been committed at an early hour this morning when everything was quiet. The burglars gained admittance into the premises by climbing over a six-foot wall in Stanley Street and then through a flight into the premises. The police have no access into this lane owing to the wall, and once the burglars had forced an entry into the building everything was easy.

They collected something like \$3,000 worth of "Lucius Diamonds," including also some real gems, and took their departure as quietly as they got in, leaving no trace behind them.

As we have already stated the police have the matter in hand, but little or no hope is entertained of a capture being made, as it is believed that the thieves have already left the Colony.

JAPAN'S NAVY.

MIKADO'S SEA-FIGHTING FORCE IS PUSHING TOWARD THIRD PLACE.

The Japanese navy will take third place in the navies formed in 1911, according to the tabulation made by the German Navy League in its August report.

"Notwithstanding the assertions of Japan's bad financial position," the article says, "the so-called programme of 1907 appears to provide for considerable more construction than has been reported. From a fully well-informed quarter it is affirmed that Japan is already building the three battleships, *Ashi*, *Ashi*, and *Ashi*, and the four armored cruisers, *Kurama*, *Ikumi*, *Ashi*, and *Ashi*. She has appropriated money for four additional battleships, each of 12,500 tons, and for five armored cruisers of 18,500 tons. Through these increases Japan will push forward in 1911 to third place in the world's navies. Japan's position with great respect."

Already, fourteen battleships with a tonnage of 191,400 and twelve heavy cruisers with a tonnage of 113,000; building three battleships with a tonnage of 60,800 and four cruisers with a tonnage of 65,000, to which must be added those vessels embraced by the latest tabulation, namely, four battleships with a tonnage of 25,000 and five cruisers with a tonnage of 25,000.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

FOREIGN INTERCOURSE.
PROPOSED COLLEGES.

[By courtesy of the "Sheung Po."] Peking, 26th August.

The Waiwupu has decided to establish colleges to qualify students in the knowledge of the proper carrying on of intercourse with foreigners.

ENGLISH COMMERCIAL LAW.

CHINA DESIRABLE OF LEARNING.

[By courtesy of the "Sheung Po."] Peking, 26th August.

The Imperial Government has telegraphed to Lord Li Ching-fong in London to obtain a text of the English Commercial Laws for transmission to Peking.

BELGIANS IN HANKOW.

SETTLEMENT WANTED.

[By courtesy of the "Sheung Po."] Peking, 26th August.

The Belgian Minister in Peking has made representations to the Waiwupu for a Belgian settlement in Hankow.

THE DALAI LLAMA.

DEPARTURE FOR PEKING.

[By courtesy of the "Sheung Po."] Peking, 26th August.

The Dalai Lama has fixed the 20th day of the 8th moon (15th September) for his departure from the Ng Toy Mountains en route to Peking.

It is reported that it is the intention of the Imperial Government to appoint Yuk Long to welcome him.

[Continued.]

The American Fleet at Sydney.

LONDON, 25th August.

At Sydney, a review of 13,000 Commonwealth military and naval forces, together with detachments from the British and American warships in the harbour, has been held in the Centennial Park in honour of the visit of the American fleet, and in the presence of H. E. the Rt. Hon. Lord Northcote, Governor-General of Australia, and Admiral Sperry, commanding the U. S. battleship fleet.

King Alfonso in England.

King Alfonso has arrived in England.

Chili and Japan.

Japanese delegates are on a visit to Chili with a view to the conclusion of a commercial treaty between the two countries.

The Death of Baron Sternberg.

Baron Sternberg, German Ambassador at Washington, died at Heidelberg from cancer contracted in India.

France and Russia.

M. Iswolsky, Russian Minister of Foreign Affairs, and M. Clemenceau, French Premier and Minister of the Interior, have had an hour's conference at Karlsruhe.

King and Minister.

M. Iswolsky, Russian Minister of Foreign Affairs, will lunch with King Edward at Marienbad to-morrow.

LANDSLIDE AT YAU-MA-TI.

ONE COOLIE KILLED.

As the result of a landslide which occurred at Yau-ma-ti some time yesterday afternoon, one coolie was killed and another narrowly escaped fatal injury. From a statement made to the police, it would appear that two men were engaged in shifting earth at the foot of a hill off the Kowloon Road. The men had just loaded their truck and were about to leave when a large portion of the hillside, which had become sudden by the recent rains, suddenly collapsed and came down the hillside like an avalanche. One of the coolies was buried in the debris, the other escaping with a few scratches. No sooner had the accident occurred than the Yau-ma-ti Police were notified, and Lance-sergeant Mills proceeded to the scene with an ambulance. The unfortunate coolie was extricated after some trouble, but died on the way to hospital.

SPORTING NOTICES.

POLICE V. THE COSMOPOLITANS.

On Saturday next, the 29th instant, the Police Recreation Club are booked to play a team representing the Cosmopolitan Docks at lawn bowls. The match will be played on the latter team's green, commencing at 4 p.m. sharp. Following are the teams to represent the Police:—

1. Messrs. Ong Kent, Withers and Langley (skip).
2. Messrs. McLennan, Bell, J. J. Watt and McHardy (skip).
3. Messrs. Litt, Hanson, Robertson and Cameron (skip).

Reserves:—Messrs. Baker, Fox and Watt.

KOWLOON TENNIS TOURNAMENT.

Next Saturday, 29th instant, at 4.30 p.m. sharp, a very interesting tennis match will be played between the Kowloon Cricket Club and the Kowloon Bowling Green Club. The teams are as under:—

K.C.C.—Messrs. W. Pelling and C. Clements.
Messrs. W. Edwards and J. H. Mead.
K.B.G.—Messrs. G. Tadd and R. Lapaley.
Messrs. C. Swair and W. Crawford.

A COTTON DISPUTE.

DHANJIBHOY B. PETIT & CO. V. VARMA & CO.

In the Kobe Court this morning was heard an action brought by Mr. Dhanjibhoi B. Petit, the proprietor of Messrs. Dhanjibhoi B. Petit and Co., Nos. 7-11, Elphinstone circle, Fort, Bombay, against Messrs. Varma & Co., proprietors of Messrs. Varma and Co., No. 38B, Naka Machi, Kobe, reports the *Kobe Herald* of 26th inst. Mr. Hirata appeared for Plaintiff, but Defendant neither appeared themselves nor were represented.

Mr. Hirata, for plaintiff, asked that the defendants be ordered to pay plaintiff the sum of ¥24,504.04. He stated that defendants have been engaged in import and export business in Kobe, under the name of Varma & Co., dealing in cotton and other goods. Plaintiff supplied defendants with Indian cotton and defendants had agreed to be responsible for the drafts drawn by plaintiff upon such cotton. Plaintiff had sent numerous shipments of cotton to the defendants since February last and at every shipment had drawn drafts covering the price of the cotton, cashing these at a certain bank at Bombay, which was given the bills of lading. Those drafts were forwarded to the Kobe branch of the Yokohama Specie Bank and were accepted by the defendants, who at the same time received the bills of lading from the bank. Defendants received cotton from the Nippon Yusen Kaisha by virtue of the bills of lading, sold them, and realised the value, but did not pay the drafts which they had accepted. The Kobe branch of the bank then sent the drafts back to Bombay, with the information that payment had been refused. Thereupon, plaintiff was obliged to refund the face value of the drafts with interest. One of the drafts was drawn 6th February, 1907, twelve on the 17th of the same month, one on March 24, and two on April 14, the total amount being ¥17,833.20. Defendants accepted them all, but did not pay even one of them. Subsequently, however, on being pressed by Plaintiff, they paid a sum of ¥13,239.16, but on various pretexts neglected to pay the balance. Plaintiff had therefore, Counsel alleged, been fraudulently swindled out of a very large amount of cotton. He therefore asked for judgment against Defendants. Counsel added, that for the interest and other claims an action will be instituted later on. In the present action, only the face value of the drafts is claimed. Judgment was reserved until Saturday next.

THE UNITED STATES AND JAPAN.

The *Asahi* has received the following London telegram, dated August 17:—It is reported from Washington that most of the responsible American papers are silent as to the views expressed in Australian papers regarding the visit of the American Battleship Fleet. According to *The New York Times*, the American Government intends to adopt a settled line of policy in regard to China, as it believes that the maintenance of that Empire's territorial integrity is threatened. The paper urges conclusion of an American-German Alliance instead of the American-Chinese combination suggested by the *New York Herald*. The Washington correspondent of *The Times* cables that it is certain the American Government secretly entertains doubts as to the tendency of Japanese policy. It, however, the visit of the Battleship Fleet to Yokohama proves successful, these suspicions are likely to disappear. The silence of leading American papers concerning the welcome accorded to the Battleship Fleet in New Zealand shows, the correspondent adds, that they fear that a resumption of the war rumours which prevailed last year would greatly injure the political and economic relations between Japan and America.—*Kobe Herald*.

On the recommendation of H. E. Chang Chih-tung, Comptroller-General of the Ministry of Education, who is well-known for his interest in educational matters, the Peking Government will establish in the Capital an Imperial University, in which will be taught the following subjects:—Law and politics, classics and literature, medicine, commerce, agriculture, philosophy, and the sciences and arts. The University is to be opened next year and the sum of Tls. 200,000 required for the construction of buildings, etc., has already been provided for. It is estimated that an annual appropriation of Tls. 1,000,000 for the upkeep of the University will be required. Meanwhile a deputation under Mr. Shang Yen-yin, a Compiler of the Hanlin Academy, has been sent to Japan to make personal investigations concerning Japanese universities.—*N. C. O. News*.

A BUCKING BILLY.

CURIOUS SCENE ON THE WHITFIELD ROAD.

Two "puts" coming together make a hard bump. He was a very sorrowful Chinaman, who was working hard, when a billy goat remarked in language which cannot be printed that he had no right there. It may seem humorous, but as a matter of fact the Chinaman—a fooman of the P.W.D.—was working. He was in the attitude of defence—not to say defiance. Mr. John Billy refusing to accept explanations gave him a large bump. Unfortunately, Mr. Billy's attempt was very successful, for he very nearly killed the man. To show that all was above board he handed the Chinaman another bump, with the result that the poor linesman had to be taken to hospital by the Wanchai Police.

It should be explained that the Chinaman was busily engaged looking after the telephone wires, and he was crouching while he was repairing some fallen wires on the Whitfield Road, at Tai Hang village. Never suspecting that the billy goat was watching his attitude, and, expecting the Chinaman to buck him at any moment, Mr. "Billy" taking no chances, bowed his head most gracefully, made a most reverberating noise, and charged. The Light Brigade of Balacava wasn't in it. Much to his astonishment the linesman was thrown three feet. When he picked himself up in order to ascertain his injuries he received another throw that he decided that the earth was not worth leaving.

Sometime later he was picked up by the police and taken to the Government Civil Hospital, where he now lies in a precarious condition.

THE PACIFIC TRADE.

THREAT TO SELL STEAMERS.

A Chicago message, dated July 29, says:—Railroad officials here have sent out notices to shippers that they will go out of the American export trade to China, Japan, New Zealand and Australia on November 1st, and it is freely predicted that the steamships of the Harriman line out of San Francisco, and the Hill lines out of Seattle, will soon be offered for sale, and that purchasers will be the Japanese. In sending out these notices the railroads have carried out their threat made to the inter-state commerce commission some time ago, when Rule 26 was promulgated. The rule requires the roads to publish the overseas portion of their rates from foreign ports to inland ports in America and not to depart from this published tariff under three days' notice for lowering and ten days' notice for an increase.

The Canadian Pacific, Great Northern, Northern Pacific, Union Pacific, Southern Pacific, Oregon Short Line and Santa Fe roads are the roads that have sent out these notices and their agents here say that they will adhere to the policy of refusing goods for export trade. The railroads claim that until freight rates can be changed overnight they cannot hold the Oriental trade, which amounts to \$150,000,000 a year, because the Suez canal draws so much tonnage from the Orient.

St. Paul, Minn., August 1.

Shippers and railroad men are surprised by the announcement just made that the Hill lines have abandoned the marine portion of their share in the trade with China and Japan.

In speaking on the subject to-day, James J. Hill, of the Great Northern road, said: "Our Pacific trade has been gone for a year. No, the roads do not blame the inter-state commerce commission for anything we have been forced to do. The trans-continental roads withdraw from the Pacific carrying trade because they could not continue this business and get an even break. America today has no flag on the high seas, or might as well not have, for we cannot compete with any other country."

C. P. R. DENIAL.

Montreal, August 1.—"We are no party to any such notice," was the emphatic statement of G. M. Bosworth, fourth vice-president of the Canadian Pacific Railway company, referring to a despatch from Chicago to the effect that the trade with the Orient had been dealt a severe blow by the determination of the steamship companies, sailing from the Pacific coast, to abandon that business, thus making it possible for Japan to realize her ambition to become first in the trade on the Pacific.

IN SAME OLD WAY.

Montreal, August 1.—Regarding the report from Chicago that the trans-continental railroads have decided to go out of the export business to China, Japan, New Zealand and Australia, Sir Thomas Shaughnessy said to-day: "Probably some of the trans-continental railroads that have established steamship connections on the Pacific ocean in recent years, with the announcement that they could afford to carry all sorts of heavy commodities from eastern centres to the Pacific coast and thence by steamship to Australia and Japan, in competition with all-water routes, have discovered that the policy was not a profitable one, and are withdrawing. The Canadian Pacific has been engaged in the trade for twenty years and has not attempted to do the impossible, and will go right along in the same old way."

COMMISSION ADAMANT.

New York, August 1.—The inter-state commerce commission is standing firm in its determination to force the railroads to publish their export rates, even if the latter decide to give up the business. This looks as if matters would come to a showdown.

The Imperial Commissioners in charge of the prohibition of opium-smoking have found out that the Provincial Treasurer of Hopen is an habitual opium smoker and a memorial will shortly be presented to the Throne calling his attention to this fact, but whether, or not, the opium-smoking official will be so summarily degraded and removed from his office at Wen Chai and Tai Ching remains to be seen.

POLITICAL SOCIETY IN CHINA.

SUPPRESSION ORDERED BY THE THRONE.

On the 16th instant, an Imperial Edict was issued commanding the metropolitan and provincial officials to suppress the Chéowensé or Political Society; for the Throne has been informed that some of the members are bad characters and political criminals. The Edict was issued suddenly and the public did not know why the Chéowensé was suppressed. Writing on the 18th inst., the Peking correspondent of the *N. C. O. News* says:—As this Edict concerns the promised adoption of constitutional government, it may be interesting to know the history of this so-called political society, and its trouble with the Manchu Government.

The Chéowensé was established by prominent native gentry and merchants in some of the provinces in 1906, after the publication of the Reform Edict promising the establishment of a representative administration in China. Its object was to assist the Government to investigate the political and administrative systems of constitutional countries, in order to assist the Central Government in Peking in establishing a Parliament. This policy was revealed by a recent telegraphic memorial from Mr. Chéow Ching-jén, third class secretary of the Ministry of Law (who was a member of the Chéowensé), asking the Throne to establish a Parliament in Peking within the next three years and to degrade Yu Shih-wei, Senior Vice-President of the Ministry of Civil Appointments and special Imperial Commissioner for the study of the German form of constitutional Government in Berlin. Yu had twice memorialized the Empress Dowager advocating delay in the adoption of a Parliament, on the ground that there were many things for the Central and Provincial Governments to do prior to the establishment of the two Houses and that no good could be done by hasty action. Thus the members of the Chéowensé interfered in State affairs, which is an unpardonable offence to the Chinese authorities.

THE MEMBERS OF

THE MANCHU CONSERVATIVE PARTY

here are of the opinion that the promised representative administration will only benefit the Chinese and that the Manchus will lose all the rights and privileges granted to their forefathers by the first Emperors of the existing Dynasty for their services in conquering China. Moreover, quite recently the *Chiangnan Jihpoo* of Hankow was suppressed by Viceroy Chéow Kuei-lung, of the Hukwang Provinces, for printing some letters from Chinese emigrants in the United States, England and other foreign countries criticising the slow action of the Manchu Government in converting China into a constitutional nation and expressing disbelief that the Manchus would so quietly and willingly introduce a Constitutional Government without compulsion from the Chinese masses. These certain writers, who signed themselves members of

THE UNFORTUNATE CHENWENSE.

strongly exhorted the Chinese not to believe too much in the promised new constitution. When the paper was suppressed the employees were all arrested. The Chéowensé at your Port was only established several months ago, by some of the leading Chinese residents, who are taking an active part in the promotion of modern education at Shanghai and apparently they harbour no evil intentions towards the Manchu Government. Their sole object seems to be to hasten the establishment of the Parliament. And there is every reason to believe that the Constitution would benefit both Manchus and Chinese as well as the Mongols, Mohammedans and Tibetans. These are the five races of people forming the Empire and most of the Chéowensé members were in favour of united action by Manchus, Chinese, Mongols, Mohammedans and Tibetans in all their intercourse with foreign nations, especially the Manchus and the Chinese, who are the most important. China's present state of helplessness is due in no small measure to her disunion during the last six or five years and the Constitution would draw her people together.

THE ACTION OF THE MANCHU GOVERNMENT

in degrading Chéow Ching-jén and suppressing the Chéowensé throughout this Empire has given a great set-back to the introduction of western reforms and now there is not a Chinese official or responsible member of the native gentry who dares to speak about a Constitution. Even the selected representatives of the people of Kiangsu, Kiangsi, Anhui, Kwangtung, Chekiang and some other provinces who have come to Peking especially to urge the establishment of a Parliament, are now sitting with folded arms in the various Chinese hotels here at great expense and they will all return to their respective Provinces in the course of a few days.

It will thus be seen that the real object of the Manchu Government this time is to shut the mouths of the people who have been agitating for a Parliament since March last, and the charge that there are political criminals and other bad characters among the members of the Chéowensé is merely an excuse cleverly discovered by the Manchu Conservative Party under the leadership of Tiao Liang and a few other high Manchu authorities, who have been opposing the promised reform since September 1906 when the first Edict was issued after the return of the five travelling Commissioners from foreign countries, where they studied political and administrative systems. As a matter of fact, Prince Ching and H. E. Chang Chih-tung, two of the most powerful members of the grand Council of State are in favour of early action in spite of the progressive ideas of H. E. Yuen Shih-kai, who is reported to be in favour of announcing to the public that a Parliament for China will be established in Peking before the end of 1913. Thus the days of brighter days appear to be at hand.

Today's Advertisements.

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be resumed on TUESDAY, 1st September.

For Terms for Boarders or Day Scholars, apply to THE HEADMASTER.

Hongkong, 27th August, 1908. [791]

TENDERS.

TENDERS are invited for the purchase of surplus stock of Tubes Brass solid drawn for surface condensers 4 external diameter, 48 W.D.G. now lying at H.M. Naval Yard, Hongkong. The quantities are approximately as follows:—

Untinned 15' 6" long... 3,700 No. 1 say

8' 6" long... 5,150 No. 1 say 106,500

Tinned 15' 6" long... 475 No. 1 say

3' 6" to 2' 5" long... 315 No. 1 say 850 feet.

The above Tubes are sold without any guarantee given or implied as to the pressure at which they can be safely used. They can be inspected by prospective purchasers at any time during the ordinary working hours of the Yard. Tenders may be made for the whole or any portion of the quantities shown above.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Naval Yard, and should be returned not later than noon on the 4th September, 1908.

The highest or any Tender is not necessarily accepted.

(Sd.) H. RISSLAND, Naval Store Officer.

Hongkong, 27th August, 1908. [780]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"JAPAN."

Capt. J. G. Ollent, will be despatched for the above Ports on MONDAY, the 31st inst., at 4 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 27th August, 1908. [757]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"FLINTSHIRE"

Captain G. C. Cundy, R.N.R., will be despatched for the above Ports on MONDAY, the 31st inst., at 5 P.M.

Surgeon and Stewards carried.

For Freight and Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 27th August, 1908. [686]

CHINESE COMMERCIAL COMMISSIONER.

SPEAKS FOR THE CANTON GUILDS.

Among the most interesting of visitors brought by the steamer *Empress of Japan* is H. E. Taotai Law Shee Kee, who, attended by his secretary and a suite of five, has been sent to Canada and the United States by the governor of Kwangsi province, South China, to investigate the industrial, commercial and mining resources, with a view to expanding trade, reports the *Vancouver World* of 27th ult. The party embarked at Victoria, and after spending a day or two there, will come on to Vancouver. After a visit to New Westminster, they will proceed to Seattle, Tacoma, Portland and San Francisco, and then eastward overland.

Mr. Taotai Law Shee Kee said he would be in British Columbia about a month making investigations. Although he was not connected with the enterprise for the formation of steamship lines similar to the subsidized Japanese national steamship companies, such as the Nippon Yusen Kaisha, which is being organized by the 73 guilds at Canton, he believed his investigations would be useful in furtherance of their project, and delegates were to follow him, to work on behalf of the steamship company, some of whom were probably already on the way. The new Chinese steamship company was a project which was appealing greatly to the Chinese people, especially in view of the boycott against Japan. The Chinese considered that they were equal in ability as seamen and business men with the Japanese, and if Japan could make the steamship lines, now a feature of many trades in the Pacific, profitable for Japan, they considered that Chinese national steamship lines, which could become transports in war time, if necessary, could be equally well undertaken by China. The idea was to first organize local river and coast lines and then to extend the services to trans-Pacific lines.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 27th at 11.55 a.m.—The typhoon which was situated to the E. of Shanghai yesterday, has recurred to the N.E. and is now over Korea.

The barometer has risen considerably to moderately at all stations, except at those on the N.E. coast of China and in Japan.

Pressure is still high over the Pacific to the F. of Japan. It is low, apparently, to the Southwest of the Bonin Islands.

Moderate N.E. and E. winds may be expected in the Formosa Channel and along the Northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.10 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. winds, moderate shower.

2.—Formosa Channel, N.W. winds, moderate.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Intimations.

YOU MAY BUY

FROM US A

VICTOR



AT

\$2 per week.

CALL AND HEAR OUR

LATEST

RECORDS,

IMPROVED

MACHINES

AND THE

MARVELLOUS

AUXETOPHONE

THE ROBINSON

PIANO

CO. LTD.

Hongkong, 27th August, 1908. [135]

KOWLOON

HOTEL.

ON and AFTER FRIDAY NEXT.

THE PARISIAN

CINEMATOGRAPH

Co.

WILL GIVE AN

OPEN AIR SHOW

ON THE

HOTEL GARDENS

Commencing at 9.15 p.m. Sharp.

MOST COMIC AND INTERESTING

PICTURES SHOWN ONLY.

Price of Admission 60 cts.

Children half price.

GYMKHANA DINNER

ON

SATURDAY, the 20th inst.

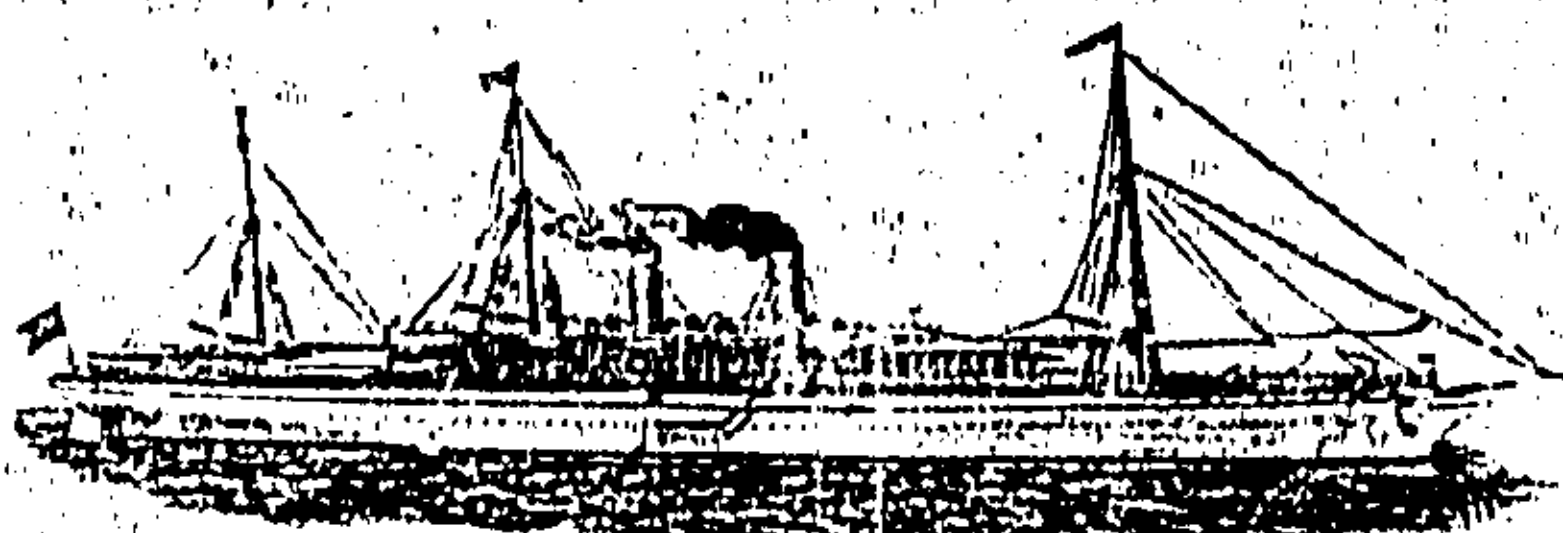
at 8 p.m.

THE 13TH RAJPUTS BAND

IN ATTENDANCE.

Hongkong, 27th August, 1908.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

S.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	SATURDAY, Sept. 5th	Sept. 16th
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPEROR OF CHINA"	6,000	SATURDAY, Sept. 12th	Oct. 17th
"MONTEAGLE"	6,163	SATURDAY, Oct. 3rd	Oct. 27th
"EMPRESS OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Pacific "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class, 41st Class, 42nd Class, 43rd Class, 44th Class, 45th Class, 46th Class, 47th Class, 48th Class, 49th Class, 50th Class, 51st Class, 52nd Class, 53rd Class, 54th Class, 55th Class, 56th Class, 57th Class, 58th Class, 59th Class, 60th Class, 61st Class, 62nd Class, 63rd Class, 64th Class, 65th Class, 66th Class, 67th Class, 68th Class, 69th Class, 70th Class, 71st Class, 72nd Class, 73rd Class, 74th Class, 75th Class, 76th Class, 77th Class, 78th Class, 79th Class, 80th Class, 81st Class, 82nd Class, 83rd Class, 84th Class, 85th Class, 86th Class, 87th Class, 88th Class, 89th Class, 90th Class, 91st Class, 92nd Class, 93rd Class, 94th Class, 95th Class, 96th Class, 97th Class, 98th Class, 99th Class, 100th Class.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

THROUGH RATES (First class only) granted to Missions, Members of the Navy, Army, and Civil Service, and to European Officials in the Service of China.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to J. W. CRADDOCK, General Traffic Agent for China, &c., Corner Pender Street and Praya, Opposite Black Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
TIEN-TSIN via SWATOW, WEI-HAI-WEI and CHEFOO	CHEONGSHING	TUESDAY, 1st Sept., Noon
SWATOW, WEI-HAI-WEI, CHEFOO & CALCUTTA	LAISANG	TUESDAY, 1st Sept., 3 P.M.
SHANGHAI via NINGPO	WINGANG	WEDNESDAY, 2nd Sept., Noon
MANILA	YUENSANG	FRIDAY, 4th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	YUENSANG	TUESDAY, 8th Sept., Noon
GAPORE, PENANG & CALCUTTA	FOOKSANG	SATURDAY, 12th Sept., 3 P.M.

Return tours to JAPAN. Occupying 14 DAYS.

The steamers *Kaitung*, *Nanyang* and *Fooking* leave about every 3 weeks for Shanghai and Yokohama returning to Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 27th August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
SWATOW, WEI-HAI-WEI, CHEFOO & TIENTSIN	"KURICHOW"	28th Aug., 4 P.M.
AMOY, NINGPO & SHANGHAI	"YI-GOHOW"	28th "
CEBU & ILOILO	"KALFONG"	29th "
MANILA, ZAMBOANGA and AUS. TRAJIA	"CHANGSHA"	2nd Sept.
MANILA	"TAMING"	2nd "
TSINGTAU, CHEFOO & NEWCHWANG	"KANGANG"	2nd "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fare, Single and Return, to Manila and Australia.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 27th August, 1908.

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Shipping—Steamers.

HONGKONG, NEW YORK
& BOSTON.AMERICAN-ASIATIC
STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUBZ CANAL.
(With Liberty to Call at the MALABAR COAST.)

S.S. "INDRAMAYO" On 19th September, 1908.

For freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 15th August, 1908.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for SAVANNA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 5th September, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's S.S. *Montezuma*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 17th October, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 22nd August, 1908.

For SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"JAPAN"

Capt. J. G. O'Brien, will be despatched for the above Ports on SATURDAY, the 29th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 25th August, 1908.

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POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOJOH.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 28th instant, at 2 o'clock P.M.

A reduction of 20% on First Class Fares to Foochow will be made during the Months of August and September.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Agents.

Hongkong, 27th August, 1908.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 22nd August, 100 cts. per 5 Mds.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa b

" Corned—Ham Ngau Yuk

" Roast—Shiu " " "

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" " Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chung

" Bullock's Brains " " Know..... per set

" Tongue fresh—Ngau Li..... each

" " corned—Ham Ngau Li.....

" Head—Ngau Tau

" Heart—Ngau Sum..... per b

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok..... each

" Kidneys—Ngau Yiu.....

" Tail—Ngau Mei.....

" Liver—Ngau Con.....

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS								
Hongkong & Shanghai Banking Corporation	125,000	\$125	\$125	\$1,000,000 \$1,000,000 \$1,000,000	\$1,005,774	Interim of £1 for first half year @ 2 1/2% = \$21.042	6 %	\$750 ex div. London £80
National Bank of China, Limited	10,000	£1	£0	\$1,000,000 \$1,000,000 \$1,000,000	\$10,323	\$2 (London 3/6) for 1907	...	\$50
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$150	\$100	\$1,500,000 \$1,500,000 \$1,500,000	none	\$20 for 1906	9 %	\$220
North China Insurance Company, Limited	10,000	£15	£5	\$1,500,000 \$1,500,000 \$1,500,000	Tls. 204,424	Interim of 7/6 ex 2 1/2% for 1907	6 %	Tls. 78 buyers
Union Insurance Society of Canton, Limited	1,400	\$150	\$100	\$1,500,000 \$1,500,000 \$1,500,000	\$1,506,011	Final of 5/11 making \$45 for 1906 and Interim of 1/30 for 1907	6 %	\$745
Yangtze Insurance Association, Limited	11,000	\$100	\$50	\$1,100,000 \$1,100,000 \$1,100,000	\$501,763	Final of 5/11 making \$45 for 1906 and Interim of 1/30 for 1907	9 %	\$167 1/2 buyers
FIRE INSURANCES								
China Fire Insurance Company, Limited	7,000	\$100	\$50	\$700,000 \$700,000 \$700,000	\$72,434	\$5 and bonus \$2 for 1906	8 1/2 %	\$92 1/2 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,200,000 \$1,200,000 \$1,200,000	\$128,037	\$27 for 1906	8 1/2 %	\$115 buyers
SHIPPING								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$250,000 \$250,000 \$250,000	\$1,035	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$500,000 \$500,000 \$500,000	Nil	\$4 for year ending 30.6.1907	10 1/2 %	\$18
Hongkong, Canton & Macao Steamboat Co., Ltd.	14,000	\$15	\$15	\$210,000 \$210,000 \$210,000	17,755	\$1 1/2 for first half-year ending 30.6.1908	8 1/2 %	\$27 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	£5	£5	\$500,000 \$500,000 \$500,000	£11,755	£6 for 1907 on Preference shares only @ ex 1/9 11/10 = 13.154	5 1/2 %	\$335
do. do. (Deferred)	10,000	£5	£5	\$500,000 \$500,000 \$500,000	£11,755	£6 for 1907 on Preference shares only @ ex 1/9 11/10 = 13.154	5 1/2 %	\$335
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 75,000 Tls. 75,000	Tls. 14,510	Interim of Tls. 1 1/2 for account 1908	7 1/2 %	Tls. 47 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	£63,817	Final of 1/6 No. 10 making 3/1 for 1907 and Interim of 1/12 (No. 11) for 2/12 1908	6 %	44
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$98	\$1.00 for year ending 30.6.1908	4 1/2 %	\$25
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 60,000 Tls. 60,000 Tls. 60,000	Tls. 6,869	Final of Tls. 1 1/2 making Tls. 5 for 1907	11 %	Tls. 45 buyers
REFINERIES								
China Sugar Refining Company, Limited	10,000	100	100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$279,371	8 for year ending 31.12.07	...	130
Luzon Sugar Refining Company, Limited	1,000	1100	1100	\$1,100,000 \$1,100,000 \$1,100,000	Dr. \$155,131	11 for year ending 31.12.07	...	122
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 9,727	Tls. 18 for year ending 31.12.07	...	Tls. 92 1/2 sales
MINING								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	£11,556	Interim of 1/6 (No. 10) for account 1908	7 1/2 %	Tls. 151 sellers
Raub Australian Gold Mining Company, Limited	10,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	Dr. 11,358	Interim of 1/6 (No. 10) for account 1908	7 1/2 %	57 1/2
DOCKS, WHARVES & GODOWNS								
Fairbank (Gen.) & Co., Limited	10,000	\$5	\$5	\$50,000 \$50,000 \$50,000	\$3,726	Final of 1/12 making \$3 1/2 for 1907	7 1/2 %	\$45 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$5	\$5	\$300,000 \$300,000 \$300,000	\$3,556	Final of 1/12 making \$3 1/2 for 1907	7 1/2 %	\$45 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$384,817	Interim of \$4 for account 1907	8 %	\$100 ex div.
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,570,000 Tls. 1,570,000 Tls. 1,570,000	Tls. 33,742	Final of Tls. 2 1/2 making in all Tls. 5 for year ending 30.6.08	6 %	Tls. 84
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 1,600,000 Tls. 1,600,000 Tls. 1,600,000	Tls. 12,656	Interim of Tls. 4 for account 1908	10 %	Tls. 170
LANDS, HOTELS & BUILDINGS								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 6,431	Tls. 6 for 1907	6 %	Tls. 100 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000 \$750,000 \$750,000	Dr. 12,200	\$2 1/2 for year ending 30.6.07	12 1/2 %	Tls. 100 sales
Central Stores, Limited	50,000	\$15	\$15	\$750,000 \$750,000 \$750,000	10,478	\$1.50 for 1906	...	118 sellers
Hongkong Hotel Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000	1252	Final of 5/11 making \$7 1/2 for 1907	9 %	180
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000	55,915	Interim of \$3 1/2 for account 1908	7 1/2 %	594
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	14,621	70 cents for 1907	7 %	\$10 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000	1653	\$2 1/2 for 1907	6 1/2 %	127
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 3,900,000 Tls. 3,900,000	Tls. 107,547	Interim of Tls. 3 for account 1908	6 1/2 %	Tls. 128 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000 \$625,000	\$1,541	Interim of \$2 for account 1908	9 %	546
COTTON MILLS								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 Tls. 750,000 Tls. 750,000	12,807	Tls. 2 1/2 for year ending 31.10.1907	4 %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	511
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 85,519	Tls. 6 for year ending 30.6.08 (8 %)	...	Tls. 67 sellers
Lao-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 6,303	Tls. 6 for 1906	...	Tls. 85 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 10,003	Tls. 50 for 1906	...	Tls. 24 1/2 sellers
MISCELLANEOUS								
Bell's Asbestos Eastern Agency, Limited	8,000	12 1/2	12 1/2	\$10,000 \$10,000 \$10,000	£143	10 1/2 per share for 1907 = \$1.037	13 1/2 %	57 1/2 sales
China Borneo Company, Limited	10,000	\$12	\$12	\$120,000 \$120,000 \$120,000	Nil	\$1.20 for 1907	13 1/2 %	\$104
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	125,000	60 cents for year ended 28.12.06	16 1/2 %	161
do. do. special shares	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$5,593	80 cents for 1907	8 1/2 %	59 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$5,593	\$1.50 for year ending 31.7.07	6 1/2 %	\$20
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$187,500 \$187,500 \$187,500	\$2,074	Final of 7/12 making in all \$1 1/2 for 1907	12 %	\$14 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	5,078	75 cents for 9 months ending 31.12.07	8 %	\$2 1/2 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000	\$251	\$2 for year ending 28.2.08	10 1/2 %	\$19 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000 \$420,000 \$420,000	89,7	12 and bonus 20 cts. for year ending 29.2.08	7 1/2 %	\$16 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	59,321	Interim of \$1 for account 1908	8 1/2 %	\$23 1/2 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000	18,191	Interim of \$1 for account 1908	8 %	\$25
Hongkong Rope Manufacturing Company, Ltd.	63,000	\$10	\$10	\$630,000 \$630,000 \$630,000	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	6 %	Tls. 560
Maatschappij tot Mijn- en Landbouwer- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.6.08	6 %	\$2
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000	Nil	None	...	58
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	Nil	None	...	58
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000 \$750,000	Nil	None	...	58
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000 Tls. 1,200,000 Tls. 1,200,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 123 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 600,000 Tls. 600,000	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	14 1/2 %	Tls. 95
Shanghai Waterworks Company, Limited	16,250	£20	£20	\$325,000 \$325,000 \$325,000	Tls. 58,332	Final of 3/76 making 52/6 for 1907	...	Tls. 400 sales
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000 \$150,000	Dr. 890,237	None	...	\$23 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000 \$100,000 \$100,000	1478	40 cents for year ending 31.12.07	6 1/2 %	56
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 200,000 Tls. 200,000	Tls. 15,295	Tls. 6 1/2 for year ending 30.6.07	4 1/2 %	Tls. 100
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	1111	50 cents for 1907	4 1/2 %	\$9 1/2
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$1,360	80 cents on 1,000 ord. shares and \$19.50 on 100 Founders shares for yr. end. 31.12.07	6 1/2 %	\$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000	\$6,438	Final of 30 cts. making 60 cts. for 1907 year ended 30th June, 1906	6 1/2 %	59 buyers
William Powell, Limited	15,000	\$10	\$10	\$150,000 \$150,000 \$150,000	341	Final of 30 cts. making 60 cts. for 1907 year ended 30th June, 1906	...	54 buyers

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE:—

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September 15th

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